

Chapter 3 LAND USE

3.1 HISTORIC DEVELOPMENT PATTERN

Figure 3.1-1 depicts the development pattern in Long Beach over the past one hundred and twenty-two years.

The Southern Pacific Railroad arrived in Southern California, including Long Beach, in 1876 bringing the first influx of visitors from the Eastern states to enjoy the year-around warm climate and coastal setting. In 1881, a prominent local businessman began surveying and mapping the downtown area; he named the area after himself, Willmore City. Shortly thereafter new investors took over and renamed the city Long Beach, capitalizing on the attractiveness of its coastal location. The City incorporated in 1887. In 1902 the Pacific Electric passenger trolley system was extended to Long Beach and in 1906 the Pike, Long Beach's version of Coney Island, came into being. New municipal piers, an auditorium, and other public facilities were constructed and the City's popularity for tourism grew. After the 1910 census was taken Long Beach was declared the fastest growing community in the country.

Rapid growth continued into the 1920s when Douglas built its first airplane assembly plant and the municipal airport, then called Daugherty Field, came into being. With the discovery of oil resources in the late 1920s through the 1930s, the harbors at Long Beach and Los Angeles became the biggest oil shipping ports in the world. The first breakwaters were constructed to protect the harbor and eroding seawalls adjacent to the downtown.

In 1933 an earthquake measuring 6.3 on the Richter scale struck the area. In Long Beach 52 people were killed and more than 2,000 structures were damaged or destroyed. With Long Beach Boulevard (then called American Avenue) being the main road to Los Angeles, carrying both the Pacific Electric passenger trains and the Model T motor vehicles, this route became a natural spine for subsequent development. Throughout the 1930s this area grew and by the 1940s, with the arrival of the naval base and jobs supporting military operations (airplanes and ships) the City continued to expand outward from the downtown, greater downtown and coastal neighborhoods. A major extension to the federal breakwater was added to further protect the operations in the harbor/port and to tame the wave action that had washed away much of the beach and destroyed properties along the coast. The more suburban locales, further from the passenger train routes, were under construction following World War II.

In the late 1950s the City discovered that it was sinking as a result of the oil extraction that had occurred over the years. Although this extraction resulted in a deep draft port without having to dredge, it also meant that portions of the downtown literally sank a few

feet. Water injection wells were installed to address the problem; however, for many years thereafter the City was plagued by the effects of unfavorable publicity and developers would not develop in the urban core.

By the 1960s, areas that had been previously exurban and undeveloped, along the fringes and the flood planes of the rivers, became developed as these lands were further stabilized and made accessible. By 1985 very little undeveloped land remained; and along with the rest of the nation, the region experience an economic recession that lasted until 1993. By 1995 infill development became the norm, and by the late 1990s adaptive reuse of buildings (previously housing other uses) took off in the downtown. Today, only a handful of vacant parcels can be found in Long Beach. Infill development, adaptive reuse of buildings and recycling of underutilized or blighted properties are the development scenarios for the foreseeable future in this built-out City.

3.2 EXISTING LAND USES

Existing land use information for the Long Beach Planning Area was developed by field surveys and review of aerial data provided by the Southern California Association of Governments in the summer and fall of 2003. The planning area for this study includes all land within the City's boundaries and two fully developed Sphere of Influence (SOI) areas governed by Los Angeles County. These SOI areas will be examined separate from the City areas discussed herein.

The City of Long Beach contains 33,908 acres or 53 square miles. The City is highly urbanized and developed lands (residential, commercial, industrial, institutional, recreational, utility, and transportation) comprise approximately 98.6 percent of the City. Undeveloped lands comprise only 473 acres or 1.4 percent. Existing land uses are depicted on Figure 3.2-1 and tabulated in Table 3.2-1.

Of the 33,435 acres of developed lands in the City, residential uses make up the vast majority, approximately 47.4 percent (16,060 acres). Low-density residential uses comprise 77 percent of this total and moderate and higher density residential make up 23 percent. Transportation, communication and utilities related uses comprise the next largest land use group representing 17.6 percent (5,973 acres) of the community. Commercial retail and office uses represent 8.6 percent (2,914 acres). Institutional uses, primarily government buildings and schools/educational facilities, represent 6.6 percent (2,237 acres). Open spaces, including beaches, parks and recreational lands, nature preserves and cemeteries, comprise 7.5 percent (2,530 acres) of land in the City. Industrial uses and oil extraction comprise 6.2 percent (2,098 acres) of land. Water-covered acres account for 3.7 percent (1,252 acres). And agricultural uses (305 acres) represent less than one percent of the land within Long Beach.

Table 3.2-2 delineates the number of persons per residential and open space acres.

Table 3.2-2 Population per Land Use						
	<i>Citywide</i>	<i>Community Cluster 1—North</i>	<i>Community Cluster 2—West Central</i>	<i>Community Cluster 3—Southwest</i>	<i>Community Cluster 4—Southeast</i>	<i>Community Cluster 5—East</i>
2000 Population	461,522	89,709	87,383	158,599	59,356	66,475
Residential Acres (SCAG 2001)	16,059.7	2,726.5	3,610.4	2,464.3	2,445.9	4,812.6
Open Space Acres (SCAG 2001)	2,530.4	81.1	434.2	260.0	611.1	1,144.0
Persons per residential acre	28.7	32.9	24.2	64.4	24.3	13.8
Persons per open space acre	182.4	1,106.2	201.3	610.0	97.1	58.1

3.2.1 Existing Land Uses by Community Cluster

■ Community Cluster 1—North

Figure 3.2-1 and Table 3.2-1 illustrate that Community Cluster 1—North has ten percent more land in residential use (57.6 percent) than the Citywide area devoted to residential use (47.4). Commercial uses (9.1 percent) are slightly above the existing Citywide land use devoted to commercial use (8.6 percent) and are heavily concentrated (84.6 percent) in the lower-paying retail and service categories. Institutional land uses (4.0 percent) are the lowest in the City. Industrial lands constitute 9.0 percent of existing land use, compared to 6.2 percent Citywide. Lands devoted to transportation, communication and utilities make up 14.1 percent of existing uses. Park and open space lands are the lowest in this Cluster at 1.7 percent, compared to 7.5 percent Citywide. Remaining agricultural uses (2.3 percent) are the highest of any of the Clusters.

The existing land use pattern concentrates commercial development along Long Beach Boulevard, Atlantic Avenue, South Street, and Artesia Boulevard. A large industrial strip extends generally from the north City limits to South Street between Cherry Avenue and Paramount Boulevard. Multi-family housing is concentrated in approximately nine locations, generally accessible from major arterial corridors. Open areas exist in the parks, along the Los Angeles River, and under the Southern California Edison Right-of-Way approximately two blocks north of the I-91 Artesia Freeway between the Los Angeles River and Downey Avenue.

■ Community Cluster 2—West Central

Figure 3.2-1 and Table 3-2.1 illustrate that Community Cluster 2—West Central has 11.6 percent more land in residential use (59 percent) than the Citywide area devoted to residential use (47.4). Commercial uses (10.5 percent) are nearly two percentage point

above the existing Citywide land use devoted to commercial use (8.6 percent) and are made up of about two-thirds retail and service commercial uses and one-third office uses—a healthier balance than the commercial uses depicted in Community Cluster 1—North. Institutional land uses (5.6 percent) are one percentage point below the Citywide institutional land use total of 6.6 percent. Industrial lands are the lowest existing land use category in Community Cluster 2—West Central (2.9 percent) compared to the other Clusters and Citywide (6.2 percent). Lands devoted to transportation, communication and utilities make up 10.3 percent of existing uses; Citywide that percentage of existing land use is 17.6 percent. Park and open space lands at 7.1 percent are close to the Citywide figure of 7.5 percent. Remaining agricultural uses (1.8 percent) are second only to Community Cluster 1—North (2.3 percent) in terms of Citywide agricultural uses that remain.

The existing land use pattern concentrates commercial development along Long Beach Boulevard, Atlantic Avenue, Willow Street, portions of Santa Fe Avenue and Pacific Coast Highway (PCH), and a commercial area generally along Carson Street east of Cherry Avenue. A small amount of industrial land exists along a strip on the far west side of the Cluster. Multi-family housing is concentrated in approximately five locations: around Spring Street west of Santa Fe Avenue (Gold Star Manor retirement community and mixed residential and mobile homes nearby); at PCH east of Santa Fe Avenue (the Villages at Cabrillo); north of PCH to Hill Street between Magnolia Avenue and Long Beach Boulevard; around Wardlow Road and Long Beach Boulevard; and along San Antonio Drive east of Long Beach Boulevard. The largest institutional use is the complex west of Santa Fe Avenue north of PCH called the California State University Technology Center. Another large institution contained in this Cluster is Memorial Medical Center located between Long Beach Boulevard and Atlantic Avenue south of Spring Street. The most sizable open space areas within the West Central include the Los Angeles River (roughly dividing the Cluster in two from north to south), the Virginia Country Club Golf Course in the far northern area of the Cluster, and the All Souls and Sunnyside Cemeteries and Mausoleums on Cherry Avenue south of Del Amo Boulevard.

■ Community Cluster 3—Southwest

As illustrated in Figure 3.2-1 and Table 3.2-1, Community Cluster 3—Southwest has the lowest amount of land in residential use (30.6 percent) compared to the other Clusters in the City. However, nearly 50 percent of these residential uses are in multi-family structures, by far the largest concentration of higher density units in Long Beach. This Cluster including the downtown area is made up of 10.5 percent commercial land uses, three-quarters of which are retail stores and commercial services. This is close to the same commercial use profile as Community Cluster 2—West Central. Institutional land uses (5.3 percent) are slightly below the Citywide figure (6.6 percent) although the SCAG existing land use data may not have picked up the business schools located in commercial office buildings downtown, e.g., Pepperdine University Business School at the World Trade Center. Industrial lands constitute 6.8 percent of existing land use, compared to 6.2 percent Citywide. Included in this category are the Westside Industrial Area and a light industrial area along the north side of Anaheim Boulevard between Temple and Redondo. Lands devoted to transportation, communication and utilities

make up 34.5 percent of existing uses in Community Cluster 3—Southwest, the largest category of land use here. Within this category 91 percent of the uses are transportation uses related to the Port of Long Beach. In the parks and open space category existing lands make up only 3.2 percent of the total land area in Community Cluster 3—Southwest. Only Community Cluster 1—North at 1.7 percent is lower. Water facility acreage, including the downtown marina and harbor, constitute 7.4 percent of the area.

The existing land use pattern concentrates commercial development in the Central Business District and adjacent areas of the downtown, along Long Beach Boulevard, Anaheim Street, Pacific Coast Highway, and along portions of Atlantic Avenue, Broadway, Fourth and Seventh Streets. Multi-family housing is concentrated in the downtown area and east of the downtown between Junipero and Alamitos Avenues south of Anaheim Street, and north of Anaheim Street between Magnolia and Atlantic Avenues. Large institutional uses include the Long Beach City College Pacific Coast campus on Alamitos Avenue at Pacific Coast Highway, St. Mary Medical Center at Tenth Street and Atlantic Avenue, and the Civic Center and federal, State, and county offices downtown. Perhaps the most notable feature here are the coastal resources including a small wetland at the mouth of the Los Angeles River, a world class aquarium, a large downtown marina, and several miles of Pacific Coast beaches.

■ Community Cluster 4—Southeast

Community Cluster 4—Southeast has 48.4 percent of land in residential use, just above the Citywide figure (47.4 percent); of this, 60 percent are in single-family homes and 40 percent are in multi-family structures (see Figure 3.2-1 and Table 3.2-1). The Cluster area is made up of 8.5 percent commercial land uses, consistent with the Citywide makeup of 8.6 percent. Nearly three-quarters of commercial land uses are devoted to retail stores and services. The other commercial uses, including office and mixed commercial uses, make up just over 25 percent of existing commercial uses. This commercial profile is very similar to that of Community Cluster 3—Southwest. Institutional land uses at 5.1 percent are below the Citywide figure of 6.6 percent. Industrial lands, composed largely of oil extraction in the Los Cerritos Wetlands area, constitute 5.9 percent of existing land use, compared to 6.2 percent Citywide. Lands devoted to transportation, communication, and utilities make up only 7.3 percent of existing uses in Community Cluster 4—Southeast and are largely attributed to the electrical generation power plants located east of Studebaker Road between Seventh and Second Streets. Due to the extensive beach, public and private golf course and park open space acreage in this area, Community Cluster 4—Southeast has the highest percent of parks and open space (12.1 percent) among the five Clusters. Also, due to Alamitos Bay protruding into this Cluster, water-related facility acreage (11.1 percent) makes up the third highest category of land uses herein.

The existing land use pattern concentrates commercial development along Second Street in Belmont Shore, around the Outer Traffic Circle, along Anaheim Street, at the “iron triangle” where Pacific Coast Highway, Seventh Street, and Bellflower Boulevard converge, and at the Market Place, Marina Shores, Alamitos Bay Landing, and Marina Pacifica centers along Pacific Coast Highway, near Alamitos Bay. Multi-family housing is concentrated in the Belmont Shore, Belmont Park, and Bluff Park neighborhoods

along the coast, around the perimeter of the commercial area surrounding the Outer Traffic Circle, and between Redondo Avenue, Anaheim Street, Ximeno Avenue and Seventh Street, and on the Peninsula. A large mobile home park is located on the Los Cerritos Channel along Loynes Drive. Institutional and public facilities generally consist of schools scattered throughout the Cluster and a concentration of public uses including the City's Health and Human Services Department, State Department of Motor Vehicles, United States Postal Distribution Center, and an Army Reserve facility, located south of the I-405 San Diego Freeway and east of Redondo Avenue. Recreation Park and Golf Course, Colorado Lagoon, Marine Stadium, the Naples Island Canals and Alamitos Bay, together with the beaches and Los Cerritos Wetlands, contribute to making Community Cluster 4—Southeast quite varied and rich in open space and coastal resources.

■ Community Cluster 5—Eastside

As shown, Figure 3.2-1 and Table 3.2-1 illustrate that Community Cluster 5—Eastside is largely devoted to residential uses (48.6 percent) with an overwhelmingly single-family character (97.1 percent). Existing commercial uses (5.8 percent) are primarily (65.1 percent) composed of retail stores and services; however, a healthy balance of other commercial and office commercial uses (34.9 percent combined) constitute the remainder. Institutional land uses (10.3 percent) are well above the Citywide institutional land use total of 6.6 percent. Industrial lands are right at the Citywide ratio comprising 6.2 percent of developed land uses. Lands devoted to transportation, communication and utilities make up 15.5 percent of existing uses compared to a Citywide percentage in that category of 17.6 percent. Existing park and open space lands (11.5 percent) are second only to Community Cluster 4—Southeast (12.1 percent), which has an abundance of coastal-related open space and recreation resources. An estimated 87 acres of nursery properties and the City's largest community garden constitute the remaining agricultural lands. Man made lakes within the parks and golf courses constitute 72 acres of water resources in Community Cluster 5—Eastside.

The existing land use pattern in Community Cluster 5—Eastside is largely comprised of single-family homes. Only a handful of multiple family housing structures are situated here. Commercial development in the existing land use pattern is dissimilar to that found in the other four Community Cluster areas in that it is very much concentrated in centers, as opposed to being located along major arterial roadway strips. The Los Altos and Los Altos Gateway centers are located off of Bellflower Boulevard, another major commercial node is found at the intersection of Palo Verde Avenue and Spring Street, and the 100-acre Long Beach Towne Center is located adjacent to the I-605 San Gabriel Freeway and the San Gabriel River, north of El Dorado Regional Park. Institutionally speaking, in addition to the numerous public school sites in the area, Community Cluster 5—Eastside also includes the large campuses of California State University at Long Beach and the Veteran's Administration Medical Center located east of Bellflower Boulevard between Atherton and Seventh Streets. Another feature included in Community Cluster 5—Eastside is the huge amount of land devoted to the Long Beach Municipal Airport and the Boeing aerospace plant immediately adjacent. Also notable in the existing land use pattern in Community Cluster 5—Eastside is the large amount of acreage devoted to recreation open space uses including El Dorado

Regional Park and Nature Center, Skylinks Golf Course and Heartwell Park and Golf Courses. Together with the low density, low rise nature of residential structures, these features contribute to a very suburban character in the Community Cluster 5—Eastside.

3.2.2 Characteristics of Existing Land Uses

Existing land uses in the City have been classified into seven primary categories:

- *Residential*—Residential uses include a mix of housing developed at varying densities and types. Residential uses in the City include single-family, multiple-family, mobile homes, senior citizen, and group homes.
- *Commercial/Office*—This category includes commercial uses that offer retail goods and services to the public as well as professional businesses housed in offices, such as accountants, architects, attorneys, etc. Retail and commercial businesses include those that serve local needs, such as restaurants, drug stores, neighborhood markets and dry cleaners, and those that serve community and regional needs, such as entertainment complexes, auto dealerships, and shopping malls.
- *Public Facilities and Institutions*—Government buildings including police stations, fire stations and City Hall, libraries, and public institutions are included in this category. Uses herein support the civic, cultural, and educational needs of residents.
- *Industrial*—The industrial category includes heavy manufacturing and light industrial uses such as product assembly, warehousing and distribution. These types of uses are most commonly found in business centers and in research and development parks such as the Boeing aircraft manufacturing plant. This category also includes oil extraction, an important local resource.
- *Transportation, Communication, and Utilities*—This category includes freeways, railroads, park and ride lots, truck terminals, airports, communication facilities, electrical power and natural gas facilities, solid waste and liquid waste processing and disposal, water storage and transfer facilities, and maintenance yards.
- *Open Space*—Includes lands used for agriculture and community gardens, private and public recreational lands, water bodies and flood control channels, cemeteries, and local and regional parks.
- *Vacant*—Vacant lands are undeveloped lands that are not specifically preserved in perpetuity as open space or for other public purposes. Most remaining vacant lands in Long Beach are odd remnants of contaminated or hard to develop parcels, or parcels that are waiting for the right economic conditions to be redeveloped.

3.2.3 Developed Land Uses

Table 3.2-3 provides summary information for City lands developed with residential, commercial, and industrial land uses.

Table 3.2-3 Developed Land Uses	
<i>Land Use</i>	<i>Units / Square Feet</i>
RESIDENTIAL	
Single Family	79,107 units
Multi-family (2-5 units per building)	23,386 units
Multi-family (5 or more units per building)	66,637 units
Mobile homes, boats, vans and recreational vehicles	2,529 units
Subtotal	171, 659 units
COMMERCIAL	
Office	8,932,400 square feet
Industrial	38,450,000 square feet
Retail	5,353,655 square feet
Subtotal	52,736,055 square feet
SOURCE: 2002 US Census; City of Long Beach 2004, February; Stanley R. Hoffman Associations, Inc.	

■ Residential Units

The best available comprehensive information on residential units is provided by the 2000 U.S. Census. As of that count, there were 171,659 housing units in the City of Long Beach. Of these, the vast majority, 46 percent (79,107 units) are single-family homes. The second largest number of units, 38.8 percent (66,637 units) falls into the category of 5 or more units per building; these include both rental apartments and condominiums. Next are the smallest multiple family buildings containing 2 to 4 units, 13.6 percent (23,386 units). The remainder of tabulated units including mobile homes, boats, vans, and recreational vehicles constitute 1.47 percent (2,529 units).

Updating the number of residential units with Planning and Building Department records to December 2003, there are now approximately 174,694 dwelling units in the City.

■ Commercial and Industrial Square Footage

Commercial and industrial development includes office, retail, industrial and research and development uses. There are more than 52,736,055 sf of commercial and industrial building area existing or under construction in the City of Long Beach as of the fall 2003. Industrial uses comprise 73 percent (38,450,000 sf) of the commercial and industrial building area, followed by office uses at 17 percent.

3.3 CURRENTLY ADOPTED GENERAL PLAN LAND USES

A General Plan defines a jurisdiction's policies for land use development within its boundaries. General Plan designations or districts identify the proposed location, distribution, and extent of planned land uses. Land Use Districts (LUDs) in the General Plan provide guidelines for the intensity and density of development such as the number of housing units per acre or commercial square footage on a parcel of land. The City describes allowable uses within its boundaries in the Long Beach General Plan Land Use Element most recently updated and adopted in 1989. Figure 3.3-1, Table 3.3-1, and the following section describe LUDs utilized in the current General Plan.

Of the 33,908 acres of land in the City covered by General Plan LUDs, (the 300.1-acre Los Cerritos Wetlands area was in Los Angeles County's jurisdiction when the 1989 Land Use Element was adopted), residential uses make up the vast majority. The Land Use Element designates 46.5 percent (15,768 acres) for residential land uses. Of the residential LUDs utilized in the plan the vast majority 87 percent (13,707 acres) are designated for low density, single-family and duplex development. Moderate and higher density residential LUDs make up the rest of the residential category comprising 13 percent (2,061 acres). When one separates the schools from the parks in the "public facilities" category on the table, utilities and transportation-related uses actually comprise the next largest land-consuming group. The harbor or port district, along with the municipal airport, comprises slightly more than 11 percent (3,770 acres) of planned land uses. Rights-of-way add another 3.5 percent or 1,196 acres in this "transportation and utilities" category. The next most frequently applied Land Use Districts are in the form of mixed use land use districts in Planned Development Districts (LUD 7) and LUD 8M and LUD 8R mixed use districts for office/residential and retail/residential development. All together these mixed-use LUDs account for 12.4 percent (4,195 acres) of planned land uses. The next most frequently applied Land Use District in the General Plan is in the category of open space; just over 11 percent (3,804 acres) of the City's land area is planned for this use. The next most frequently applied Land Use Districts are the industrial 9G and 9R designations (separate in the Land Use Element from Port LUD 12) which are applied on 6.1 percent of the land (2,076 acres) in the City. Following that schools and institutional uses account for five percent (1,696 acres) of applied land use designations. Solid commercial LUDs are applied to 3.3 percent (1,104 acres). And finally, there are 301 acres in the Los Cerritos Wetlands area not within the City's limits back in 1989 (since annexed into the City) that make up the remaining one percent of land not accounted for in the current Land Use Element.

3.3.1 General Plan Land Use Districts by Community Cluster

■ Community Cluster 1—North

Figure 3.3-1 and Table 3.3-1 illustrate that the North Long Beach Cluster has 11.5 percent more land planned for residential use (58 percent) than that planned for

residential use Citywide (46.5 percent). Planned mixed use land development (2.5 percent) is nearly ten percent below the Citywide profile (12.4 percent). However, planned uses in the commercial-only land use categories (5.7 percent) exceed that for the City (3.3 percent) and every other community cluster. Likewise, planned for industrial land uses (15 percent) greatly exceed that planned for the City as a whole (6.1 percent) and every other community cluster. However, it is important to note that the General Plan Land Use Districts for the harbor and airport are in their own LUD 12, separate from LUDs 9R and 9G. In the Community Cluster 1—North planned for public facilities (10.2 percent) including schools and parks is below the Citywide (16.2 percent) application of this district and only the Community Cluster 3—Southwest (8.5 percent) is lower. In the planned for transportation and utilities categories only the Right-of-Way application applies, nevertheless a whopping 404 acres account for 8.5 percent of the planned land uses here in the Community Cluster 1—North. This generally reflects existing conditions.

■ **Community Cluster 2—West Central**

Figure 3.3-1 and Table 3.3-1 depict that the Community Cluster 2—West Central is planned to devote 61.1 percent of its land to largely (84.3 percent) single-family residential use. As a percentage for the Cluster, this exceeds that for the Citywide plan (46.5 percent residential) and for each of the other clusters. Planned for mixed use land (6.2 percent) is exactly one-half of what is planned for in those Land Use District (LUD) categories on a Citywide (12.4 percent) basis. However, similar to the Community Cluster 1—North, planned for commercial-only uses (4.4 percent) exceed that application from the Citywide perspective (3.3 percent). Industrial Land Use Districts applied to the Community Cluster 2—West Central (5.5 percent) compare to 6.1 percent of this LUD application Citywide. Planned for public facilities (15.8 percent) are very close to the Citywide (16.2 percent) figure. And transportation and utilities LUDs constitute 7.0 percent of the planned uses in the Community Cluster 2—West Central, compared to more than twice that Citywide (14.6 percent).

■ **Community Cluster 3—Southwest**

The Community Cluster 3—Southwest is planned to devote only 26.7 percent of its land to residential uses compared to 46.5 percent Citywide (refer to Figure 3.3-1 and Table 3.3-1). This is the lowest percentage of planned for residential uses of any of the five clusters largely because of the downtown location herein. Concomitantly the plan for more housing in this area is reflected in the plan with 15.9 percent of the land uses in this Cluster slated for mixed use development. Commercial-only Land Use Districts are applied to 3.1 percent of the Community Cluster 3—Southwest compared to 3.3 percent of this application Citywide. Industrial uses are planned on 5.7 percent of land area contained in the Community Cluster 3—Southwest, reflective of the existing industrial nature of the Westside Industrial Area. Interestingly, public facilities are only designated planned uses on 8.5 percent of the Cluster area, probably attributed to many of them being incorporated in the mixed use LUD generously applied throughout the Downtown and Greater Downtown areas. Lastly, with the configuration of this Cluster incorporating the Port of Long Beach, an enormous percent of the planned for land use in the

Community Cluster 3—Southwest (40.1 percent) is dedicated to transportation and utilities, with the port constituting 97.8 percent of this use.

■ Community Cluster 4—Southeast

Figure 3.3-1 and Table 3.3-1 depict that the Community Cluster 4—Southeast is planned to devote 38.4 percent of its land to residential uses compared to 46.5 percent Citywide. In these figures a varied mix of housing types (beyond single family) are included. The next highest category of planned for use is in the mixed use category (33.2 percent) and is largely attributed to the Southeast Area Development Improvement Plan (SEADIP) Planned Development District and Planned Development Districts around the Traffic Circle and along Redondo Avenue. Only 2.4 percent of the Community Cluster 4—Southeast is planned for commercial-only uses, none of which is in the 8A Traditional Retail Strip Commercial category. At only 6.8 acres total, dissimilar to the remainder of the City, industrial land use is not a real consideration in the current plan for the Community Cluster 4—Southeast. Public Facilities make up a healthy 19.3 percent of planned land use for this Cluster, second only to that planned (and provided) in the Community Cluster 5—Eastside. And, at 33 acres total, transportation and utility uses are negligible here.

■ Community Cluster 5—Eastside

As illustrated on Figure 3.3-1 and Table 3.3-1, the primarily planned use for the Community Cluster 5—Eastside is residential (52.3 percent), particularly single-family homes (97 percent). The next highest category of planned for land use is in the public facilities category including institutions, schools, and open space (23.8 percent), which reflects the generous amount of park and recreation open space on the Eastside, well above the Citywide figure (16.2 percent) for such uses. The Community Cluster 5—Eastside is attributed with 7.4 percent mixed use Land Use District designations, 99 percent of which are found in the Planned Development Districts – most of which are located around the Long Beach Airport. In the commercial-only category Land Use Districts, just two percent of the Community Cluster 5—Eastside is planned for these single use developments, compared to 3.3 percent Citywide. Planned for industrial land uses in the Cluster (5.6 percent) are located strictly to the south and west of the airport, adjacent to the City of Signal Hill on lands currently devoted to industrial uses. Transportation and utility-associated land uses constitute 8.8 percent of planned for uses in the Community Cluster 5—Eastside, 70 percent of which are made up by the airport and 30 percent primarily devoted to rights-of-way along drainage channels and the San Gabriel River.

3.3.2 General Plan Land Use Districts

The following section examines each land use category in the 1989 (current) General Plan.

■ Residential

The General Plan designates seven separate Land Use Districts (LUDs) to accommodate the very diverse housing types and densities in this highly urbanized community. Some incentives for assembling parcels are offered in order to provide for needed recycling of deteriorated structures. In many instances the maximum permitted density of a district may be available only on larger properties to prevent overbuilding on smaller parcels. The seven residential LUDs are described as follows:



LUD 1—SINGLE-FAMILY

This district comprises the majority of land use in the City. The maximum density on standard lot sizes in this district (6,000 sf) is not to exceed one dwelling unit per lot, or seven units per acre. In areas where smaller lot sizes are permitted by zoning, densities higher than seven dwelling units per acre may be permitted. Secondary units (sometimes referred to as “mother-in law flats”), where permitted by other codes and ordinances, are consistent in LUD 1. Existing mobile home parks are preserved through assignment of this designation.



LUD 2—MIXED STYLE HOMES

This district recognized that there are large areas of the City with a mixture of low density housing types, such as single-family homes, duplexes, and triplexes mixed together on the same block frontages. This situation occurred as a

result of these areas having been zoned for high-density housing, which did not materialize. The purpose of this district is to maintain the present situation, not to attempt to convert the areas to single-family density or to permit the areas to increase in density to that of the densest housing prevalent in these districts. Thereby, where this district is applied maximum permitted densities are tied to the prevailing lot sizes. Maximum density is limited to 14 dwelling units per acre except where small lot sizes prevail and the zoning regulations permit higher densities. No density advantage is granted for multiple lot development in LUD 2.

LUD 3A—TOWNHOMES

The Townhomes District implements a policy to provide the opportunity to create single-family lifestyles with higher dwelling unit densities than are permitted in LUD 1 or 2, for a number of reasons, such as to furnish more affordable housing, to stimulate recycling, to diversity lifestyle choices, and to create opportunity for architectural variety and neighborhood beautification. The building style encouraged by this district is aggregates of dwelling units aligned in attached rows or arranged in regular and irregular clusters (possibly with overlapping vertical elements) in such a manner as to provide a separate exterior entrance to each dwelling. The true utility of this district is only realized through the accumulation of a number of adjacent lots or on large unsubdivided or resubdivided parcels. Densities, therefore, are assigned on the basis of the number of units per acre rather than the number of units per lot, and are referenced in the zoning regulations. The maximum density permitted in LUD 3A is 25 dwelling units per acre.

LUD 3B—MODERATE DENSITY RESIDENTIAL DISTRICT

The purpose of this district is to provide apartment and condominium living opportunities in moderate-density projects which conform in height and general exterior design to the lower-density neighborhoods on which they may border; to stimulate recycling on some of the City's major and secondary thoroughfares; to diversify housing choice; to furnish more affordable housing; and to create opportunity for architectural variety and neighborhood beautification. The building style encouraged by this district is two floors of compact arrangement, having common entrances, and footprints that cover much of the lot area. Setbacks will vary depending upon the area in which the projects are located. The term "garden apartments" applies to this LUD. Permitted density of dwelling units in LUD 3B vary with the size of the development parcel but may not exceed 30 dwelling units per acre.

LUD 4—HIGH DENSITY RESIDENTIAL DISTRICT

This district implements a policy to encourage an intensification or recycling of dwelling units in limited areas of the City where apartment and condominium lifestyles are logically related to transportation and services. Subareas vary considerably in quality, type of construction, architecture, and clientele. Similar features of such uses are as follows: common entrance to multiple apartments or condominiums; compact arrangements of dwelling units; and building footprints covering much of the parcel. Present densities within LUD 4 range widely, from about forty to two hundred dwelling units per acre. Many such high-density structures were permitted before modern setback and off-street parking requirements became effective in the mid 1960s. The recommended future densities, even where attempting to stimulate recycling,



are generally aimed to create a more open and attractive ambiance in these neighborhoods. The maximum permitted density is 44 dwelling units per acre; however, higher densities may be achieved on larger properties if a high-rise overlay is applied. Design for all projects in the district must show concern for abutting lower density housing.

LUD 5—URBAN HIGH DENSITY RESIDENTIAL DISTRICT

This district is created for application in very urban settings, such as in the downtown. It is designed to accommodate a highly urbanized lifestyle in which interactions among home, workplace, shopping, and entertainment are strong, and regional transportation facilities are nearby. The building style expected in this district is one that covers a large part of the property, serves the residential units by common hallways, has on-site recreational and open space amenities, and has some services, such as laundry and storage areas. Restaurants, small shops, and personal services on the ground floors of LUD 5 buildings are appropriate. The maximum density permitted in this district is 108 dwelling units per acre.

LUD 6—HIGH-RISE RESIDENTIAL DISTRICT



This tall residential district is used to complement the broad policy of using the amenities and environmental assets of Long Beach toward maintaining and expanding the City as a regionally significant urban center. It is anticipated that this district will further a policy of maintaining within the City a reasonable balance of family types and incomes through attraction of moderate to upper income families. Application of LUD 6 is very restricted and it is only applied in one activity node south of St. Mary Medical

Center, on a strip of land fronting on Ocean Boulevard along the downtown shoreline and in an activity node, and in an area along Pacific Coast Highway at Redondo Avenue, which affords scenic vistas to the ocean. Maximum density in LUD 6 is 249 dwelling units per acre; however, such density can only be achieved on larger lots and with high-rise construction. Ground floor commercial uses primarily serving building residents are encouraged, as are rooftop restaurants, which meet all requirements of the zoning regulations. High-rise residential buildings may only be approved after a finding by the design review authority that the proposal makes a positive contribution to the neighborhood in which it is located; that it provides a beneficial lifestyle to the residents; that it is of meritorious design; and that it makes a significantly positive contribution to the urban design of the City.

■ Mixed Uses

The General Plan designates three mixed-use Land Use Districts. Although historically a major objective of land use planning focused on separating uses thought to be incompatible with one another, such as manufacturing and housing, it is recognized that in some areas of the City a mix of compatible uses is a desirable trait. A careful blending of different types of land uses can serve to save time and energy in transportation and communications, provide air quality benefits and lessen traffic congestion, simplify and shorten transactions of goods and services, and vitalize a site giving it more importance in the urban structure of a community. Such areas will benefit from the synergistic effects of blending uses. Clear incompatibilities among different types of land uses are not, however, permitted in these districts.

LUD 7—MIXED-USE DISTRICT

Areas in this district are classified as multi-purpose activity centers, which are regulated by custom-tailored district-wide Planned Development District (PD) plans and ordinances. LUD 7 is designed for use in large, vital activity centers, not in strips along major arterials. The reason for this is that there is little or no synergistic effect rising from the random siting of disparate uses along a strip. Instead, the result is often a confusing and ill-functioning streetscape and corridor. Combination of land uses intended for this district are, for example, employment centers, such as retail, offices, and medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreation facilities. Not intended for inclusion with the above-listed uses are those that may have a detrimental effect on the ambiance, environment, or social well being of the area included in the district. Residential densities in these Planned Development Districts, where residential uses are allowed, vary by the particular characteristics and needs of the district. In general, uses specified in residential LUDs 3B, 4, 5, and 6 will be appropriate in these activity centers. Again, specific standards for the scale, intensity and/or density of development are specified in the PDs for each district and are designed to be compatible with uses adjacent to but outside of the PD boundaries. Currently there are 25 Planned Development Districts in the City.

LUD 8R—MIXED RETAIL-RESIDENTIAL STRIP DISTRICT

The purpose of this district is to provide a land use environment in which residential uses predominate on the frontages of certain main streets, but in which some retail uses may occupy the ground floors of the residential buildings or be in freestanding buildings along the strip. However, any freestanding commercial buildings are not allowed in a mini-mall or shopping center configuration and only smaller scale, neighborhood-serving goods and services, are allowed. Parking for the retail is to be located behind or next to the buildings, not in front, and retail parking within the residential buildings is discouraged. Further, retail stores on the ground floors of residential buildings must occupy at least 25 percent of the ground floor area. Very small or taken storefronts in residential buildings are not consistent with the policies for this district. Residential uses permitted within LUD 8R are those described in LUDs 3A, 3B, and 4. The policy base for residential types and densities is that they are compatible with neighboring

residential uses; that they do not contribute in a significant way to the deterioration of the traffic-carrying capacity of the fronting roadway; and that they shall contribute positively to the City's stock of needed higher density housing developments.

LUD 8M—MIXED OFFICE-RESIDENTIAL STRIP DISTRICT

This district differs from LUD 8R in that it is intended to encourage a mix of freestanding office buildings with freestanding residential buildings, yet it allows for some retail uses in separate structures or on the ground floors of office/residential buildings if desired by the project applicant. It is intended for use on more important major streets, which should portray a highly urbanized appearance. It is for office uses that are more Citywide serving than local serving, and for higher density housing. Office uses should be fairly large in scale with on-site parking and vehicular access off the main roadway wherever possible. Structures over 5 stories are consistent where permitted by the zoning regulations. Lush landscaping along the frontages is required to enhance the image of the boulevard on which the use is located. Residential uses should be of the higher density variety including LUDs 3B, 4, 5, and 6. Townhomes (LUD 3A) may be appropriate in some instances as determined by a favorable review of the design review authority. Parking for the residential uses should be contained within the buildings and access should be from the side streets or alleys whenever possible. Again, lush landscaping along the frontages is required.

■ Commercial

The General Plan designates four commercial-only Land Use Districts. They are provided to encourage different scales and intensities of business and retail development, different development orientations (either auto-oriented or pedestrian-oriented), and different combinations of commercial uses. They are applied to specific locations either along viable commercial corridors or at nodal clusters where streets intersect to form little shopping areas, depending on the desired physical form for each of these commercial areas.



LUD 8—MAJOR COMMERCIAL CORRIDOR

This district is designed specifically for use along several major business corridors in the City. It has some of the characteristics of Mixed Use District 7; however, these corridors do not function as activity centers but rather as linear conglomerations of larger scale office and retail uses. The permitted office uses should follow the criteria for LUD 8M (Mixed Office-Residential); however residential uses are not allowed in LUD 8. Neither are industrial uses allowed. Retail uses within LUD 8 should be community- or regional-serving, rather than local- or neighborhood-serving. They should be large scale with ample on-site parking, not relying on curbside parking for primary customer service. Visitor serving

facilities, such as motels and hotels are consistent, provided they conform to current codes and ordinances. Structures over five stories are consistent where permitted by the zoning regulations.

LUD 8A—TRADITIONAL RETAIL STRIP COMMERCIAL DISTRICT



This district has many of the characteristics of LUD 8, but uses should be smaller in scale and serve local/neighborhood needs rather than community/regional needs. Its purpose is to recognize the continuing need to provide commercial uses along the frontages of certain streets for the service and convenience of persons traveling by car, and needing local services. It is applied to a limited few arterials in compliance with the stated policy to begin to focus retail uses on specific markets and to prevent the diffusion of such uses haphazardly throughout the City. Retail uses that are not primarily auto-oriented are not considered appropriate to this

district. Office uses are consistent, but residential uses are not allowed. Designs of commercial structures must be sensitive to neighboring residential uses. Commercial uses that may adversely affect adjoining residential uses are subject to conditional use permits.

LUD 8P—PEDESTRIAN-ORIENTED RETAIL STRIP DISTRICT

This is a special category currently only used in a few specific areas of the City where strip retail uses catering primarily to pedestrian trade abound or may be further developed. “Pedestrian-oriented,” as used herein, means that shoppers arrive by foot (or by car and park in one location) and then stroll to a number of shops, services and restaurants. Stops here tend to be of much longer duration than in auto-oriented retail strips. There may also be less parking for automobiles, and such parking may be located behind the stores instead of in front of them. Because of the role pedestrian-oriented strips play in serving the adjacent residential neighborhoods, and the special ambiance they create for all shoppers, they are considered a valuable resource to be preserved and enhanced in the future. Typically stores in LUD 8P are small and provide shoppers with a variety of convenience goods (bakery, deli, flowers, etc.), or comparison



goods on a small scale (beachwear, sporting goods, shoes, etc.). Regional-serving retail uses are not consistent with LUD 8P. Small scale services are also consistent with LUD 8P provided they are intended for neighborhood use. Large frontage uses, such as banks in freestanding structures, are not consistent with the policy intents for this district. Small restaurants and bars are consistent, but larger nightclubs and entertainment venues that draw from a regional area are not. Designs of commercial



structures are to be sensitive to neighboring residential uses. Commercial uses that may adversely affect adjoining residential uses are subject to conditional use permits.

LUD 8N—SHOPPING NODES

This land use district is created to accommodate retail and service uses exclusively, no residential, primarily in small clusters. LUD 8N is widely dispersed in the form of numerous

clusters of neighborhood-serving centers for the retail needs of residents within about one-half mile of each residence. Shopping node clusters on a larger scale are designated as LUD 7. Some of these clusters are specifically designated on the map in areas where the pattern of land uses, the traffic flows, and the distribution of residences more or less dictate the locations of the commercial centers. Adequate off-street parking, minimization of curb cuts, maximization of side street access and de-emphasis of curbside parking are critical in this LUD, especially as some of these thoroughfares may be subject to parking restrictions in the future in order to increase traffic capacities.

■ Industrial

The General Plan designates two industrial districts: one for lighter or restricted industrial uses and one for heavier or general industrial uses. Previously these were referred to as light or labor intensive and clean industry, and heavy or more manufacturing oriented industry. From the overall policy standpoint, Long Beach does not wish to host plants and processes that present a high risk for environmental damage or serious neighborhood disruptions of any kind. Rather, the City aspires to accommodate high technology research and development and manufacturing uses such as bio-medical research and development, computer, aerospace and airframe development and similar types of industries. (LUD 12 is established specifically for the port and airport employment and commerce areas.) Aspirations aside, the City also intends to accommodate a great variety of businesses, employing a diverse range of industrial processes, producing many products, provided such operations are conducted in a manner consistent with all applicable safety and environmental regulations.

LUD 9R—RESTRICTED INDUSTRY

This district is intended to accommodate industrial, manufacturing, research and development, warehousing and large-scale wholesale facilities, and industrial-support

office development. Non-industrial uses that support these employment centers are also permitted at scales and intensities intended to serve nearby industrial businesses. Residential uses are not permitted. Negligible environmental impacts are desired in this district. Typically LUD 9R will include clean, non-nuisance industries whose primary activities are confined completely indoors and those whose operations produce minimal off-site impacts with respect to traffic, emissions, noise and operating hours, etc. Lands within this District provide employment opportunities; thereby, these lands are intended to be preserved. Examples of 9R industries include research and development firms, warehousing operations, small-scale incubator industries and flexible space (i.e., combined office, sales, warehouse, and production for one firm).

LUD 9G—GENERAL INDUSTRY

This Land Use District occurs in a few subdistricts within the City and dominates the environment west of the City, including the County land within Sphere of Influence Area One and areas devoted to port and refinery uses. Like LUD 9R, this district is established in order to maintain a strong industrial employment component in the City's economic base by accommodating a diverse range of businesses which employ many different



processes, creating a wide variety of products. Except for commercial operations supporting the industrial uses, commercial and office uses are excluded from LUD 9G. General industrial uses in LUD 9G differ from those in LUD 9R in that they are intended to preserve greater expanses of land for industrial uses. The 9G district is intended to provide areas for any business to conduct legitimate industrial activities, indoors or outdoors, provided such business conducts its operations in a manner consistent with all applicable safety, environmental, and zoning regulations.

■ Schools and Institutions

LUD 10—INSTITUTIONAL AND SCHOOLS

Land uses in LUD 10 are characterized by the permanence of the built use, or the intentions for such use, once the location has been established for the proper Citywide or subregional distribution of public services; Civic Center, County and State office buildings, academic research institutes and headquarters, colleges, universities, major medical centers/hospitals, cemeteries, public schools, and the like. Institutional uses serve basic public needs over a long period of time, enduring through changes in the surrounding socio-economic environment.

■ Open Space

LUD 11—OPEN SPACE AND PARKS

This district is quite diverse, compressing into one general category the variety and detail of the Open Space and Recreation Element of the General Plan as well as lands and water bodies included in the Local Coastal Program. Land uses in LUD 11 include agriculture, golf courses, community gardens, parks, beaches, rivers, utility rights-of-way, oil islands (which are slated for future recreational use), marinas, inland bodies of water, estuaries, wetlands, and lagoons. Uses in LUD 11 should serve the overall purpose of promoting the mental and physical health of the urban citizenry. LUD 11 areas should be acquired and distributed so that all citizens, regardless of race, age, handicapped condition, sex, or socio-economic class, have access to the opportunity for the enhancement of health through contact with such natural environments. Given that such distribution has been made, rigid constraints on the types and amount of urban forms and structures in open spaces and parks is to be established. Environmentally sensitive areas must be protected, enhanced, and preserved and development of offshore open space to the breakwater shall be minimal and subject to public hearings. Commercial recreation uses which are designed to contribute to a park patron's total experience, supplement the services that the City can provide, and aesthetically compliment existing programming and facilities, may be permitted in City parks provided specific findings are made. These are: the use is consistent with the intent of the park district, General Plan and any specific plans for the area; the use does not permanently remove or impinge upon any significant public open space or impede public access thereto; the use provides a needed public recreation service that otherwise would not be available to the public; and, the use cannot reasonably be located to provide comparable public recreation service on private land zoned for such use.



■ Harbor and Airport

LUD 12—HARBOR/AIRPORT DISTRICT

This district is composed of the Long Beach Harbor (port) and the Long Beach Municipal Airport. Such aggregates are clearly massive, heterogeneous and immensely powerful in shaping the land use structure, socio-economic health and human environment of the entire City. No significant changes in the boundaries of these districts are foreseen. Therefore, their composition and structure have predictable overall consequences based on present boundaries and general contents. The water and land uses within the harbor area are separately formulated, based on State

regulations, and are adopted by due process as the specific plan of the Port of Long Beach. Similarly, the air and land use composition within the airport area is separately formulated and adopted to comply with federal regulations, and is adopted by due process as the master plan of the Long Beach Municipal Airport. Specific plans for the harbor and airport are designed to support and promote the primary functions of each entity.

■ Rights-of-way

LUD 13—RIGHTS-OF-WAY

This land use district is designed for application to certain publicly and privately owned rights-of-way. The intent of LUD 13 is that properties so designated remain basically as open areas. However, use of these areas for public access and recreation purposes is not required. Uses permitted in District 13 are: public open space and recreation; private commercial recreation; commercial horticultural uses such as nurseries, tree farms, agricultural plots; and similar low intensity uses which retain the basic open character of the property. Residential and industrial developments are not permitted in LUD 13. Structures in the District are limited to those that are accessory to the permitted uses and are to be designed and sited so that they conform to the standards of the neighborhoods in which they are located.

3.3.3 1989 Land Use Policies

Below is a list of the key policies adopted in the 1989 Land Use Element intended to guide the future land use development of the City of Long Beach for the next twenty years:

- Decrease use of commercial-only land use districts along the corridors
- Increase use of mixed-use land use districts along the corridors and at nodes
- Focus retail uses in specific market areas and prevent the diffusion of such uses located haphazardly through the City.
- Increase concentration of higher density housing in the downtown and greater downtown areas
- Concentrate commercial development in nodes and activity centers
- Decrease use of moderate and higher density housing outside of the downtown
- Protect and preserve stable, lower-density neighborhoods.
- Preserve industrial land for industrial land uses
- Protect parks, nature preserves and recreational open spaces

3.4 CURRENTLY ADOPTED ZONING

Zoning is an implementation tool that establishes districts of permitted and prohibited uses in order to control the physical development of land, consistent with the General Plan. In addition to permitted uses, zoning also establishes development standards relating to such things as the intensity or density of development, setbacks from streets and neighboring uses, height of structures and parking spaces needed. California law requires that zoning be brought into conformance with the General Plan within a reasonable time period. Projects submitted for review and approval are evaluated for consistency with both the General Plan and Zoning Regulations. The City utilizes both basic zoning districts and area specific zoning ordinances, called Planned Development Districts, to regulate land use development. City of Long Beach zoning classifications (districts) are depicted on Figure 3.4-1 and tabulated in Table 3.4-1.

There are 33,673 acres in the City of Long Beach tabulated in Zoning Districts Table 3.4-1. The 235 additional acres of zoned area exceeds the existing land use tabulation cited previously as water acres in the port and elsewhere along the shoreline are tabulated in the zoning and not in the existing land use figure. Of these 33,673 acres of zoned area, residential uses make up the vast majority, approximately 42 percent (14,974 acres). The next highest category of zoning is the industrial uses including the port, airport, and rights-of-way, which comprise 22 percent (7,483 acres). The City's 25 specific plan areas, referred to as Planned Development Districts (PDs) cover 14 percent (4,707 acres) of zoned property. Institutional and park zones together account for 13 percent (4,430 acres) of zoned lands. Commercial zones make up the remaining six percent (2,080 acres) covered by zoning districts. Mixed use zones are included in both the commercial zoning districts and within the Planned Development Districts and are not calculated separately herein.

3.4.1 Residential Zones

The Zoning Regulations (chapter 21 of the Municipal Code) contain eighteen (18) separate residential zoning designations to accommodate the wide variety of housing types and densities found in this highly urbanized community. The intent is to create, preserve, and enhance residential areas for a range of lifestyles and to minimize conflicts and incompatibilities between different housing types and other land uses. These regulations also serve to encourage the maintenance and rehabilitation of existing residences and to ensure that new housing is an asset to existing neighborhoods. The residential zones are described as follows:

- **R1S**—The R1S district is a single-family residential district with small lots. This district recognizes the existing subdivision pattern and is established to accommodate the requirements of a modern home on existing small lots. This Zone is only appropriate in high open space amenity areas such as the Coastal Zone. This zone implements LUD 1 of the General Plan.

- *R1M*—The R1M district is a single-family residential district used on moderately sized lots. This district recognizes the difficulty of developing odd sized and shaped parcels with normal sized lots. It also recognizes the City’s objective of providing more affordable ownership housing and the effect of lot size on housing costs. This zone implements LUD 1 of the General Plan.
- *R1N*—The R1N district is a single-family residential district used on standard sized lots. This district recognizes the outdoor lifestyle characteristic of Southern California and is established to protect such areas from overcrowding and conversion to higher densities. This zone implements LUD 1 of the General Plan.
- *R1L*—The R1L district is a single-family residential district used on larger lots. This district recognizes the need for open, uncrowded living environments within metropolitan centers. This zone implements LUD 1 of the General Plan.
- *R1T*—The R1T district is a single-family residential district for townhouses. This District recognizes the need for open, uncrowded living environments within metropolitan centers. This zone implements LUD 3A of the General Plan.
- *RM*—The RM district is a single-family residential district for mobile homes and manufactured housing. This district recognizes the significant contribution that mobile home housing can make toward providing a diversity of housing choices. This district is established to encourage such development on large sites. This zone implements LUD 2 of the General Plan.
- *R2S*—The R2S district is a two-family residential district for smaller lots. This district recognizes existing subdivision and land use patterns in distinct portion of the City and is established to accommodate such patterns without crowding and congestion. This Zone is generally not suitable outside of the Coastal Zone. This zone implements LUD 2 of the General Plan.
- *R2I*—The R2I district is a two-family residential district with intensified development on the lots. This district recognizes existing subdivision and land use patterns in distinct portions of the City and allows an intensity of development appropriate only in areas within immediate proximity to public open space. This zone implements LUD 2 of the General Plan.
- *R2N*—The R2N district is a two-family residential district for standard lots. This district recognizes the need for two-family, moderate density housing with outdoor living space. This zone implements LUD 2 of the General Plan.
- *R2A*—The R2A district is a two-family residential district for standard lots. This district restricts one unit to a small accessory unit. It recognizes the desire to maintain the existing character of a community by retaining single-family dwellings while adding a second unit to the rear. This zone implements LUD 2 of the General Plan.
- *R2L*—The R2L district is a two-family residential district for large lots. This district recognizes the existing use pattern of two-family dwellings in older, large lot subdivisions. It encourages the preservation of these neighborhoods and provides

opportunity for spacious, well-designed, two-family developments. This zone implements LUD 2 of the General Plan.

- **R3S**—The R3S district is a three-family residential district. This district recognizes the constraints small lots place on multi-family developments and the adverse consequences related to large-scale multi-family development in existing neighborhoods of single-family use. This zone implements LUD 3B of the General Plan.
- **R3-4**—The R3-4 district is a four-family residential district. This district recognizes the constraints lot size places on multi-family developments and the adverse consequences related to large-scale multi-family development in existing neighborhoods of single-family use. This zone implements LUD 3B of the General Plan.
- **R3T**—The R3T district is a townhouse or row house residential district on small (especially shallow) lots. It is intended for residential lots located along significant traffic arteries where a lot line to lot line, high lot coverage, inward-oriented dwelling is appropriate. This district is typically appropriate in areas of transition from commercial to residential use. This zone implements LUD 3A of the General Plan.
- **R4R**—The R4R district is a moderate-density, multi-family residential district with restrictions on building height. It is intended to provide a moderate density use consistent in scale with existing older and lower density developments for residential lots located along significant traffic arteries where a lot line to lot line, high lot coverage, inward-oriented dwelling is appropriate. This district is typically appropriate in areas of transition from commercial to residential use. This zone implements LUD 3A of the General Plan.
- **R4N**—The R4N district is a high-density, multi-family residential district. It is intended to meet the demand of a broad segment of the population for a diversity of housing choices. This zone implements LUD 4 of the General Plan.
- **R4H**—The R4H overlay district is a high-rise, high-density, multi-family residential district. It is intended to encourage residential development with a distinctive urban living environment. This zone implements LUD 6 of the General Plan.
- **R4U**—The R4U district is a high-density, multi-family residential district. It is intended to provide housing opportunities in an urban context and design style to support downtown activity center employment with adjoining housing. This zone implements LUD 5 of the General Plan.

3.4.2 Commercial Zones

The Zoning Regulations (chapter 21 of the Municipal Code) contain twelve (12) commercial districts. These commercial districts are established to create, preserve, and enhance areas for a variety of commercial activities. The intent of these zones is to assure the compatible and mutually beneficial interaction of commercial uses with

residential consumers, industrial suppliers, and the transportation system that ties all of the uses together. The commercial zones are described as follows.

3.4.3 Commercial Only Zones

- **CNP**—The Neighborhood Pedestrian Commercial district is oriented toward serving pedestrians with buildings located at the front setback and parking behind the buildings. This zone implements LUD 8P and LUD 8N of the General Plan.
- **CNA**—The Neighborhood Automobile-Oriented Commercial district is auto-oriented with buildings set back from the front property line and parking located between the building and the street. This zone implements LUD 8A and LUD 8N of the General Plan.
- **CCA**—The Community Automobile-Oriented Commercial district permits retail and service uses for an entire community including convenience and comparison shopping goods and associated services. This zone implements LUD 8A and LUD 8N of the General Plan.
CCP—The Community Pedestrian-Oriented Commercial district permits retail and service uses with a development character where buildings are built to the street property line and parking is to the side or the rear. This zone implements LUD 8P and LUD 8N of the General Plan.
- **CH**—The Highway Commercial district is established to preserve and enhance areas for automobile-oriented commercial uses. This district recognizes the need for many commercial uses to have large frontages and high visibility along major highways. This zone implements LUD 8A and LUD 8 of the General Plan.
- **CHW**—The Regional Highway Commercial district is established to provide for large scale, mixed uses on large sites in activity centers. These sites are located on major arterial streets and regional traffic corridors. This zone implements LUD 8A and LUD 8 of the General Plan.
- **CS**—The Commercial Storage district encourages storage uses in areas which are particularly difficult to use due to parcel shape, access, adverse environmental conditions, or in areas where parcels are needed to form a buffer from incompatible uses. This zone implements LUD 8A and LUD 8 of the General Plan.

3.4.4 Commercial Mixed Use Zones

- **CNR**—The Neighborhood Commercial and Residential district is a mixed-use district that permits small scale commercial uses and/or moderate density residential development at R3T densities. This zone implements LUD 8R and LUD 8M of the General Plan.
- **CCR**—The Community Commercial and Residential district is a mixed-use district that is similar to the CNA (Community Automobile-Oriented) district but it also permits moderate density (R4R) residential development. This zone implements LUD 8R and LUD 8M of the General Plan.

- **CCN**—The Community Commercial and Neighborhood district is a mixed-use district similar to the CNA (Community Automobile-Oriented) district but it also permits medium-density (R4N) residential development. This zone implements LUD 8R and LUD 8M of the General Plan.
- **CT**—The Tourist and Entertainment Commercial district is established to create, preserve and enhance areas for the development of a major tourist and entertainment industry for the City. The CT district recognizes that such areas have special requirements for intense and unique uses, transportation linkages, and aesthetically pleasing environments. Residential uses are allowed. This zone implements the Downtown Activity Center provisions of the General Plan.
- **CO**—The CO or Commercial Office district permits mixed residential and commercial uses along major arterial routes. This zone implements LUD 8M of the General Plan.

In addition to the standard zoning districts the City has 25 Planned Development Districts (PD). Each of these PDs contains specific development standards allowing mixed uses tailored to the particular areas that they cover.

3.4.5 Industrial Zones

The City's industrial districts are established to preserve and enhance areas for a broad range of industrial and manufacturing uses, recognizing that such uses provide employment, contribute to the City's tax base, and create products needed by consumers and the business community at large. In recognizing that industrial and manufacturing technologies change over time, these regulations have been structured to address the operating characteristics and processes of industrial uses, rather than specific businesses. Thus, the determination of whether a use is permitted by right or requires discretionary review is based on interpretation of specific criteria provided in the Zoning Code.

- **IL**—The Light Industrial district allows a wide range of industries whose primary operations occur within enclosed structures and which pose limited potential for environmental impacts on neighboring uses. While the emphasis is on industrial, manufacturing, and related uses, small-scale office and commercial uses intended to serve the nearby industries and employees are permitted. Examples of light industrial uses include research and development, flex space, warehousing, small-scale incubator industries, and assembly operations. This zone implements LUD 9R of the General Plan.
- **IM**—The Medium Industrial district allows a wide range of industries and industrial processes that involve more intensive operations. The district provides areas where most industries may locate, provided they meet specified performance standards. While the emphasis is on industrial, manufacturing, and related uses, small-scale office and commercial uses intended to serve the nearby industries and employees are permitted. The performance and development standards are intended to allow a wide range of uses as long as those uses will not impact adjacent uses. Uses in the IM zone are generally on a larger scale than those in

the IL zone. For example, factories with frequent truck traffic and outdoor storage yards might be located in this district. Typically, outdoor storage and limited outdoor activities may be permitted. This zone implements LUD 9R and LUD 9G of the General Plan.

- **IG**—The General Industrial district is considered the City's heavy industrial district where the emphasis is on traditionally heavy industrial and manufacturing uses. The IG zone is reserved for the widest range of industrial uses that may not be desirable in any other districts. The IG zone is the City's "industrial sanctuary" district where land is preserved for industry and manufacturing and where existing industries are protected from non-industrial users that might object to the operating characteristics of industry. Performance standards must still be met, but the development standards are the minimum necessary to assure safe, functional, and environmentally sound activities. The IG district includes uses such as large construction yards with heavy equipment, chemical manufacturing plants, rail yards, and food processing plants. This zone implements LUD 9G of the General Plan.
- **IP**—The Port-Related Industrial district is characterized predominately by maritime industry and marine resources. Uses in this district are primarily port-related or water dependent, but may also include water-oriented commercial and recreational facilities serving the general public, as well as utility installations and rights-of-way. All new uses in the IP zone must be consistent with the Port Master Plan.

3.4.6 Institutional Zone

The Institutional (I) district is intended to create, preserve, and enhance areas for public and institutional land uses and to provide restrictions to minimize the effect of such uses on surrounding uses. Long-term (20-year) development plans are to be submitted to the Planning Commission when institutions apply for new development permits.

3.4.7 Park Zone

The Park (P) district is intended to set aside and preserve publicly owned natural and open areas for active and passive public use for recreational, cultural and community service activities. Parks are established to promote the mental and physical health of the community and provide physical and psychological relief from the intense urban development of the City.

3.4.8 Planned Development Districts

Figure 3.4-2 depicts the specific plans or Planned Development Districts (PDs) in Long Beach. The Planned Development Districts are established to allow flexible development plans to be prepared for areas of the City which may benefit from the formal recognition of unique or special land use and the definition of special design policies and standards not otherwise possible under conventional zoning district regulations. Purposes of the

PDs include permitting a compatible mix of land uses, allowing for planned commercial areas and business parks, and encouraging a variety of housing styles and densities. Currently there are 25 active Planned Development Districts in the City. Each PD, listed below, has unique development and design standards specially formulated for its use.

- PD1—SEADIP: Southeast Area Development and Improvement Plan
- PD2—Belmont Pier
- PD4—Long Beach Marina
- PD5—Ocean Boulevard
- PD6—Downtown Shoreline
- PD7—Long Beach Business Center
- PD9—Long Beach Airport Business Park
- PD10—Willmore City
- PD11—Rancho Estates
- PD12—Long Beach Airport Terminal
- PD13—Atlantic Aviation Center
- PD15—Redondo Avenue
- PD17—Alamitos Land
- PD18—Kilroy Airport Center
- PD19—Douglas Aircraft
- PD20—All Souls Cemetery
- PD21—Queensway Bay
- PD22—Pacific Railway
- PD23—Douglas Center
- PD25—Atlantic Avenue
- PD26—West Long Beach Business Park
- PD27—Willow Street Center
- PD29—Long Beach Boulevard
- PD30—Downtown Long Beach
- PD31—CSULB and Technology Center/Villages at Cabrillo/LB Vets

3.4.9 Overlay Districts

Three overlay districts exist in the City today to acknowledge and preserve special circumstances within the community: they are a horse overlay district; a height limit overlay district; and a high-rise overlay district. All of them are used sparsely. The horse overlay district is used on the northwest side of the City next to the Los Angeles River for remaining residential properties that house stables. The high-rise overlay district establishes special building height limits to allow taller high-rise buildings in a couple of limited areas outside of the downtown area. The height-limit overlay district is used in specific areas to establish special building height limits in areas of the City where lower scale development is necessary to ensure that the neighborhood character of the area is preserved. Figure 3.4-3 identifies the various zoning overlay districts.

3.5 HISTORIC PRESERVATION

The City of Long Beach has had an active Historic Preservation Program since 1988 and has established 16 historic preservation districts. Each of these districts is focused on preserving lower density residential neighborhoods. Figure 3.5-1 illustrates where these districts are located. Table 3.5-1 provides the acreage of each of the historic districts within the City of Long Beach. Every historic preservation district has special regulations and procedures in place that are designed to protect and preserve the unique historic character and features of their respective district. When alterations to exteriors of structures in these districts are proposed, such as new windows, siding or roofs, project proponents must obtain from the Planning Bureau a Certificate of Appropriateness ensuring that such modifications are consistent with the preservation guidelines adopted in that historic district. With this layer of additional protection in place, it is assumed that these areas will remain at the densities that currently exist.

Table 3.5-1 Acreage of Historic Districts	
<i>Historic District</i>	<i>ACRES</i>
Belmont Heights	55.7
Bluff Park	118.4
Brenner Place	1.1
California Heights	293.9
Carroll Park	20.8
Drake Park/Willmore	170.5
Eliot Lane	2.2
Hellman St Craftsman	32.2
Linden Avenue	1.8
Lowena Drive	0.9
Minerva Park Place	1.5
Rose Park	99.5
Rose Park South	100.9
Sunrise Boulevard	17.2
Wilton Street	4.1
Wrigley	10.1
SOURCE: City of Long Beach 2004, February	

3.6 REDEVELOPMENT PLANS AND PROJECT AREAS

Since the Long Beach Redevelopment Agency was formed in 1961, seven redevelopment projects have been adopted. The Project Areas include Downtown, West Beach, Poly High, West Long Beach Industrial, Los Altos, Central Long Beach,

and North Long Beach. Each of these areas is depicted in Figure 3.6-1 and is discussed in the material that follows.

3.6.1 West Beach

The West Beach Redevelopment Project Area, established by the Agency in January 1964, is a 21-acre office complex located adjacent to the Downtown Redevelopment Project Area. Completed office buildings in the project area include the six-story Harbor Bank Building, the fifteen-story twin tower Arco Center, the fifteen-story 100 Oceangate Tower, and the sixteen-story Union Bank Building.

3.6.2 Poly High

The Poly High Redevelopment Project Area is a neighborhood development project established by the Agency in April 1973. It encompasses 87 acres from Pacific Coast Highway to Anaheim Street, between Atlantic and California Avenues. The primary objective the redevelopment plan for this project is the demolition of substandard and deteriorated structures in favor of improved housing for low and moderate-income families. The Poly High plan also includes development provisions for supporting commercial and public facilities and has included the development of a major neighborhood-serving grocery store with related parking.

3.6.3 Downtown

The Downtown Redevelopment Project Area was established by the Agency on June 17, 1975. The Downtown Project Area contains 421 acres of land generally extending from the shoreline on the south to Seventh Street on the north, and from Alamitos and Elm Avenues on the east to Magnolia and Pacific Avenues on the west. The Downtown Project Area covers the City's Central Business District, the City/County Civic Center Complex, the Convention and Entertainment Center and the Tidelands shoreline development area. The original business district, historic shopping district and the waterfront amusement area of the City (the Pike) are located within the Downtown Project Area. The primary objective of the Redevelopment Plan is to revitalize the City's downtown area by restoring this area as a center for business and commerce, and re-establishing its relationship to the oceanfront. In 1986, the Redevelopment Plan was amended to stimulate and encourage the continued revitalization of the Downtown Project Area by planning for new residential and mixed-use developments downtown. This is being accomplished through the rehabilitation of historic structures and the assembly and clearance of blighted property for sale to approved developers for the construction of new housing and retail projects. Additionally, Downtown Long Beach is being marketed as a regional employment center, shopping area, and visitor destination.

3.6.4 West Long Beach Industrial

The West Long Beach Industrial Project Area, established by the Agency in July of 1975, contains approximately 1,370 acres held in approximately 600 different ownerships. Most redevelopment activity within this Project Area is focused between Anaheim Street and Pacific Coast Highway, which is a 350-acre area of mixed land uses, including industrial, commercial and limited residential. The purposes of the redevelopment effort are to provide assistance in the removal of blighting conditions, aid in the creation of a healthy industrial environment, accelerate the transition away from residential uses, and significantly increase job opportunities in the area. To date, extensive improvements have been made to public infrastructure through a building exterior façade improvement program as well as a screening, paving and landscaping program. Agency facilitated property acquisitions have resulted in the removal of blighted structures and non-conforming residential uses, as well as the assemblage of substandard lots into parcels suitable for development. The Westside Industrial Strategic Action Plan was adopted in 2003 to provide further guidance for the redevelopment of this area.

3.6.5 Los Altos

The Los Altos Redevelopment Project Area was designated by the City Council in December 1991. It consists of approximately 45 acres and includes the area generally bounded by 23rd Street on the north, Marwick Avenue on the east, Briton Drive/Abbyfield Street on the south and Bellflower Boulevard on the west. The Los Altos Shopping Center had been in a state of economic decline for several years. With redevelopment of this center it is now competing in the retail market place with more modern regional shopping centers in surrounding communities. Redevelopment activities have had the dual effect of facilitating the full utilization of the project area, as well as enhancing the economic vitality of the project area and the City as a whole.

3.6.6 Central

The Central Long Beach Redevelopment Project Area was adopted by the Agency in September of 1993 in response to the civil disturbance of 1992, during which the majority of local damage occurred in the project area. Structural damage to the project area buildings during the civil disturbances totaled over 19 million dollars, or 91 percent of the City's total damage. There are 2,618 acres within the area, which is totally urbanized. In 1993 the area was characterized by severely deteriorated residential sectors, large boarded-up buildings along Long Beach Boulevard (formerly occupied by auto dealerships), environmental problems, and vacant and deteriorating conditions along Atlantic Avenue. The overall purpose of the redevelopment efforts herein is to re-direct and concentrate commercial facilities in significant centers and along major arterial corridors, while accommodating residential needs and preserving and rehabilitating existing neighborhoods. The Agency is currently working with the community to create a strategic guide for development that prioritizes the improvements most desired by Central Area residents and stakeholders.

3.6.7 North

The North Long Beach Redevelopment Project Area was adopted in July 1996. The Project Area consists of ten non-contiguous areas, referred to as parcels 1 through 10, totaling approximately 12,507 acres, including 4,967 within the harbor district. The majority of the project area is within Parcel 1, generally located north of Del Amo Boulevard. The Atlantic Corridor in Bixby Knolls, between Del Amo and the I-405 freeway, is also included in Parcel 1. Parcel 1 is primarily residential in character but is intersected with five major commercial and industrial corridors: Atlantic and Cherry Avenues, Long Beach, Del Amo, and Artesia Boulevards. Residential neighborhoods are largely composed of sound single-family homes, but generally the commercial properties along the corridors consist of aging buildings that are physically deteriorated, have high vacancies and tenant turnovers, and are of substandard design and parking. The purpose of the redevelopment plan for the area is to improve appropriate sites for contemporary commercial, industrial, and residential uses. The Agency has worked with the community in creating a Strategic Guide for Redevelopment and a Street Enhancement Master Plan, which target specific redevelopment objectives for the coming years in North Long Beach. Also, the Bixby Knolls Business Improvement Association has adopted and is implementing its own set of design guidelines to improve their commercial area.

3.7 VACANT SITES

Recent inventories indicate that there are only a handful of notable vacant parcels in Long Beach. These larger configurations are depicted in Figure 3.7-1. Other, small site vacant parcels are scattered throughout the City. All of these sites are identified on Figure 3.3-1. Although 899 parcels containing 1,015 acres were reported as vacant in 2001, the data reveals that generally only remnant and harder to develop parcels remain vacant today. And, of the larger parcels that are vacant, all have development proposals under consideration. The Dominguez Gap parcels are being considered for wetlands restoration and water replenishment opportunities. The Hughes Industrial parcels are slated for further industrial development. The Wrigley Heights parcels are being considered for housing and/or commercial storage. The Memorial Heights parcels are still oil operation sites, however, those that are owned by Memorial Medical Center will probably be developed for medical center purposes, and the remaining parcels will most likely be developed for residential uses because of their challenging topographic conditions. The California Bowl site has soil contamination issues and is being targeted for the development of a new sports park complex. City Place has actually fallen off the vacant list and is almost completely developed as the new downtown shopping mall with second and third floor apartments above ground floor retail uses. The Westside Industrial parcels are slated for the expansion of industrial uses. The Pike and Tidelands parcels are well on their way to being developed with more residential units and commercial and entertainment venues. The Terminal Island parcels are being developed into new container terminal and port-related uses. The Boneyard site has an environmental impact report just released for the consideration of developing over 150 single-family homes. And, the City is working hard to reserve and restore the Los Cerritos Wetlands parcels now that oil operations are winding up on this site.

3.8 PLANNED AND APPROVED DEVELOPMENT PROJECTS

In addition to the information provided above on vacant sites and planned and approved projects on those sites, a number of other areas around the City have development proposals underway. Table 3.8-1 and Figure 3.8-1 identify these locations around town. On the west side of downtown, a Redevelopment Agency proposal called West Gateway pitches a seven block, mixed use development incorporating new ground level neighborhood retail with approximately 800 to 1,000 new residential units. On the Downtown Promenade between First and Third Streets the Redevelopment Agency proposes to construct residential/retail mixed use housing; and at 201 Promenade a 230 room, eleven-story hotel with 10,500 square feet of retail and restaurant space and 7,200 square feet of ballroom and conference room space, is also being proposed. The Boeing Corporation's real estate division has been meeting with the City for more than two years in formulating a development plan for 230 acres of land in Long Beach that they would like to redevelop from an aerospace manufacturing plant into a mixed use development with an aerospace-related business and technology park, new commercial uses, and new single and multiple family housing. A new 16,000-square-foot state-of-the-art library is being built on the northeast corner of Anaheim Street and Gundry Avenue in the Central Redevelopment Project Area. Another 20,000-square-foot library is being considered in North Long Beach at the northeast corner of Atlantic Avenue and South Street. A new full-service, 20,000-square-foot North Long Beach Police Station is being constructed at 4891 Atlantic Avenue, next to Scherer Park at Del Amo Boulevard and Atlantic Avenue. Several new mini parks are being developed: a 14,000-square-foot pocket park is being constructed on the northwest corner of Market Street and Dairy Avenue; a 48,750-square-foot parcel on the northwest corner of Plymouth Street and Elm Avenue has been acquired for a small park; and another new 5.5-acre park is being developed at 55th Way just east of Paramount Boulevard. The City's Housing Development Company recently completed phases one and two of a new residential project called Renaissance Walk on Atlantic Avenue and are currently working to implement phase three, also new housing, across the street on Atlantic Avenue between 20th and Hill Streets.

3.9 EXISTING LAND USE CONFLICT AREAS IN THE CITY

Probably the greatest concern surrounding existing land use conflicts in Long Beach are where industrial uses abut residential districts. Fortunately, the number of these occurrences is limited, but they do exist along strips in the Westside industrial area and in North Long Beach (refer to Figure 3.2-1—Existing Land Use Map). Although the negative visual images often associated with industrial uses are a problem, quality of life impactions from excessive truck traffic, noise and air pollution associated with industry and diesel trucks are of paramount concern in these situations. Similar conflicts exist in sporadic areas that are adjacent to major local freeways.

Table 3.8-1 Locations of Planned and Approved Projects

Address	Use and Size of Project	Status of Project
Shoreline Drive/Pine Avenue	The Pike at Rainbow Harbor—500,000 sf commercial/entertainment and 2,195 parking spaces in 7 level garage	Under construction
201 The Promenade	Hotel with 162 rooms (D'Orsay)	Entitlements granted
2080 Obispo Ave	106 single family homes	Preliminary
2000 W. 19th St	CSULB Technology Park—400,000 sf industrial/R&D	Under construction
300 W. Ocean Blvd	Camden—770 apartments, 500 room hotel, 25,000 sf commercial, 3,048 parking spaces	Under construction
301 Long Beach Blvd	CityPlace—470,000 sf retail/290 dwelling units	Under construction
517 E 1st Street	69 units hotel w/118 parking spaces	Under construction
1250 E. Pacific Coast Highway	15,200 sf drug store w/88 parking spaces	Under construction
834 E. 4th Street	34 Residential lofts over commercial w/113 parking spaces	Under construction
4891 Atlantic Avenue	20,000 sf police station with 168 parking spaces	Under construction
350 E Ocean Blvd	556 unit condominium w/1,008 parking spaces	Under construction
248 Broadway	48 units over commercial	Preliminary
2702 Long Beach Blvd	105,800 sf medical bldg	Entitlements granted
1601 Pacific Ave	65 unit apartment (w/density bonus)	Entitlements granted
2302 Bellflower Blvd	8,000 sf retail building	Under construction
3400 Long Beach Blvd	7,000 sf retail and 1,500 fast-food restaurant w/49 parking spaces	Entitlements granted
829 Pine Ave	Convert commercial bldg to 16 lofts	Under construction
6000 Loynes	35 unit condominium	Preliminary
5400 Paramount	2-story 71,536 sf self-storage w/1,100 sf office	Entitlements granted
120 Studebaker	New shopping center (60,650 sf)	Preliminary
1570-1598 Long Beach Blvd	11,984 sf commercial bldg	Entitlements granted
835 Locust Avenue	Adaptive reuse of Masonic Temple into 50 condominiums and new construction of 32 condominiums	Under construction
712 W. Baker St	519,135 sf self-storage	Preliminary
2244 Clark Avenue	30,000 sf education building	Under construction
315 Flint Avenue	5 single-family residences	Under construction
201-205 E. Broadway	Conversion of Insurance Exchange Building into 11 residential condominiums	Under construction
5950 E. Willow St	41,000 expansion of existing church	Preliminary
2001 River Ave	4-story, 201-room transitional housing facility	Under construction
5950 E. Willow St	20,000 sf addition to church	Entitlements granted
325 E. Anaheim St	Commercial center (6,700 sf)	Entitlements granted
1401 E. Anaheim St	New 16,000 sf public library (Mark Twain)	Preliminary
3050 Orange Avenue	55,000 sf expansion of self-storage facility	Entitlements granted

Table 3.8-1 Locations of Planned and Approved Projects

Address	Use and Size of Project	Status of Project
1422 W. Willow St	5,750 sf, one-story commercial shopping center w/26 parking spaces	Under construction
2760 Atlantic Ave	7,200 sf medical office	Entitlements granted
4085 Atlantic	5,800 sf retail center	Entitlements granted
100 E. Ocean Blvd.	24-story mixed use bldg with 155 residential condominium units, restaurant & bar, retail, and health club, and 320 parking spaces; and 4-story 276 space parking garage	Entitlements granted
2210 Gaylord Street	13,700 sf industrial building	Entitlements granted
4101 Bellflower Blvd	9,000 sf commercial building	Preliminary
1000 E. Spring St	Sports Park	Preliminary
200 E. Broadway	5-story mixed-use building containing 62 residential condominiums, 9,466 sf commercial, and two levels of subterranean parking	Preliminary
640 Long Beach Blvd	New Walgreen's with drive-thru lane	Entitlements granted
1000-1008 E. Anaheim	4,000 sf commercial bldg	Entitlements granted
200 Long Beach Blvd	Artists' complex	Preliminary
2200 W. Pacific Coast Hwy	Warehouse	Preliminary
2201 Lakewood	Retail/office	Entitlements granted
1593-1643 Pacific Ave	43 units affordable housing	Preliminary
6145 Long Beach Blvd.	Fast food restaurant	Under construction
2299 Pacific Ave	Commercial building	Preliminary
3701 Pacific Place	New construction of a 159,185 sf industrial building, including warehouse and accessory office space, and 162 trailer truck parking stalls	Preliminary
110 West Ocean Blvd	Rehabilitation of historic Ocean Center office building and conversion to retail/office/residential (45 units)	Preliminary
3339 E. Anaheim St	11,656 sf Drug Store (Walgreen's)	Entitlements granted
901 E. Artesia	Shopping Center	Under construction
25 S. Chestnut St	Phase II of Harbour View (formerly Camden): construction of two condominium towers (315 feet and 305 feet) totaling 246 units and parking structure serving both the condominiums and the adjacent California Bank and Trust Bldg	Entitlements granted
6108 Atlantic Ave	Commercial center (4,596 sf)	Entitlements granted
6580 Atlantic Ave	Commercial center	Entitlements granted
133 The Promenade No	Mixed use residential (83 units) and commercial (22,475 sf)	Preliminary
1856 Long Beach Blvd.	60-unit affordable condominiums	Entitlements granted
2215 E. Anaheim St	Commercial center	Preliminary
1100 E. 3rd St	Conversion of Ebell Theater to eleven residential condominium units	Entitlements granted
5020 Long Beach Blvd.	New drug store (CVS Pharmacy)	Entitlements granted
3738-3800 E. PCH	Java Lanes residential project	Entitlements granted

Table 3.8-1 Locations of Planned and Approved Projects

Address	Use and Size of Project	Status of Project
1546 Anaheim St	New Community Rehabilitation Industries building (6,000 sf)	Entitlements granted
433 Pine Avenue	Mixed use development	Preliminary
1075 Pacific Coast Hwy	Commercial building	Preliminary
1825 E. Spring St	Commercial/Industrial complex	Entitlements granted
400 Studebaker Rd	175,000 sf commercial center	Preliminary
6340 E. Spring St	6,110 sf commercial center	Entitlements granted
3595 Santa Fe Ave	Mobile Home park (Windward Village) subdivision	Preliminary
6897 Paramount Blvd.	106,082 sf self-storage facility on 5.64 acres	Preliminary
600 W. Broadway (World Trade Center)	Mixed-use office, retail, residential project with 334 units, 14,000 sf commercial space, 781 parking spaces in 24 stories	Preliminary
2915 Bellflower Blvd.	6,674 sf commercial building	Preliminary
2215 Anaheim Street	11,300 sf commercial building	Preliminary
745 W. 3rd Street	Jamboree Housing—64 low income apartments in 4 stories	Preliminary
230 W. 3rd Street	Cedar Court—80 residential condominiums, ground floor retail, parking garage in 10 stories	Preliminary
SOURCE: City of Long Beach 2004, February		

Less of an environmental health hazard, yet still a major issue for those that reside there, are the land use conflicts that exist between some commercial areas located directly adjacent to residential neighborhoods. As an example, for years the densely populated neighborhood of Belmont Shore has had a love/hate relationship with the commercial uses along Second Street. Residents love the convenience of this walkable neighborhood and nearby restaurants and shopping, but they are less than enamored with the parking impaction, traffic congestion, and noise associated with this commercial strip. Whenever residences directly abut retail commercial areas, especially those that allow heavier commercial uses such as auto repair, inherent conflicts exist between the residents' desire for a quiet and tranquil domicile and the business operators need to operate their businesses in a cost effective manner.

Finally, residents around the Long Beach Airport, City Colleges, University, and popular beach areas frequently complain about the patrons of those facilities speeding on their local streets, taking up parking spaces in their neighborhoods, contributing to traffic congestion, and/or discarding of fast food wrappers on their lawns or in the public rights-of-way. While land use conflicts of this nature can be mitigated to some degree by better land use planning and design and creating special parking districts, behavioral issues associated with immature and inconsiderate behavior can only be addressed through better education, self-regulation and fines or penalties associated with violating municipal regulations.

3.10 HOUSING DENSITY

Table 3.10-1 and Figure 3.10-1 provide information pertaining to housing unit density across the City and in each of the Community Clusters. Housing unit density is evaluated in terms of the number of units per acre of land. As is readily apparent by even a cursory overview of the map and table, the highest housing densities occur in the downtown and east of the downtown in the Alamitos Beach/Ocean Boulevard, Bixby Park, and Franklin School neighborhoods located in the Southwest Community Cluster. The next highest concentration of densities occurs in the Community Cluster 4—Southeast, particularly along the waterfront in the Belmont Heights, Belmont Shore and Peninsula neighborhoods, as well as in the Wilson High and east Traffic Circle neighborhoods. In the Community Cluster 2—West Central the highest housing unit density is located in the Southeast Wrigley neighborhood. Isolated pockets of higher density housing occur throughout both the West Central and North Long Beach Clusters. Also of note, the Community Cluster 1—North has a high number of duplex density (14 dwelling units per acre) neighborhoods, as opposed to strictly single-family (7 dwelling units per acre) neighborhoods.

Table 3.10-1 Housing Unit Density						
	<i>Citywide</i>	<i>North</i>	<i>West Central</i>	<i>Southwest</i>	<i>Southeast</i>	<i>East</i>
2000 Population	461,522	89,709	87,383	158,599	59,356	66,475
2000 Number of Housing Units	171,632	26,821	29,390	58,321	31,403	25,697
Residential Acres (SCAG 2001)	16,059.7	2,726.5	3,610.4	2,464.3	2,445.9	4,812.6
Open Space Acres (SCAG 2001)	2,530.4	81.1	434.2	260.0	611.1	1,144.0
Persons per Residential Acre	28.7	32.9	24.2	64.4	24.3	13.8
Housing Units per Residential Acre	10.7	9.8	8.1	23.7	12.8	5.3
Persons per Open Space Acre	182.4	1,106.2	201.3	610.0	97.1	58.1
Housing Units per Open Space Acre	67.8	330.7	67.7	224.3	51.4	22.5
SOURCE: Stanley R. Hoffman Associates, Inc., 2004; U.S. Bureau of the Census 1990, 2000						

3.11 POPULATION DENSITY

Table 3.11-1 and Figure 3.11-1 depict population densities across the City and in each of the Community Clusters. Population density is measured by evaluating the number of persons residing on an acre of land. These measurements reveal, as might be expected, that the greatest number of persons per acre, i.e., the highest density area of the City, is concentrated in residentially-zoned areas of the downtown and throughout the Community Cluster 3—Southwest in what is commonly referred to as the Central Area of the City. Consistent with the revelations about population growth exposed by the 2000 Census, population densities in the Community Cluster 1—North have increased as evidenced by the map and table. The number of persons per acre is also

moderately high in the Community Cluster 2—West Central south of the I-405 San Diego Freeway. In the Community Cluster 4—Southeast population densities are generally greatest south of Atherton Street, west of Clark Avenue, to Seventh Street, and along the shoreline.

Table 3.11-1 Population Density						
	<i>Citywide</i>	<i>North</i>	<i>West Central</i>	<i>Southwest</i>	<i>Southeast</i>	<i>East</i>
2000 Population	461,522	89,709	87,383	158,599	59,356	66,475
Residential Acres (SCAG 2001)	16,059.7	2,726.5	3,610.4	2,464.3	2,445.9	4,812.6
Open Space Acres (SCAG 2001)	2,530.4	81.1	434.2	260.0	611.1	1,144.0
Persons per residential acre	28.7	32.9	24.2	64.4	24.3	13.8
Persons per open space acre	182.4	1,106.2	201.3	610.0	97.1	58.1
SOURCE: Stanley R. Hoffman Associates, Inc., 2004; U.S. Bureau of the Census 1990, 2000						

At the bottom of Table 3.2-1 (Existing Land Uses) tabulations have been made which further elucidate the population density scenarios for each cluster. In the first category, Open Space to Residential Acreage Ratio, it is revealed that the East and Southeast Community Clusters provide the most open space per residential acreage in the cluster. In the second category, Persons per Open Space Acre we see that the Community Cluster 5—Eastside, and to a lesser degree the Community Cluster 4—Southeast, offer the greatest amount of open space per person, and the Community Cluster 1—North offers, by far, the least. As the Persons per Residential Acre (PPRA) category is examined, we see that the Community Cluster 5—Eastside (13.8 PPRA) is half as densely populated as the City (28.7 PPRA) as a whole.

3.12 OVERCROWDED HOUSING UNITS

Overcrowding occurs when housing costs are so high relative to income that families double-up to devote income to other basic needs such as food and medical care. Figures 3.12-1 and Table 3.12-1 depict the overcrowded housing units by census tracts in each of the five Community Cluster areas of Long Beach. As might be expected given the lower incomes and the number of existing housing units, the Southwest Community Cluster, which includes the Central Area and the downtown, has the greatest number of overcrowded units. Catching up however and experiencing twice the population growth as the rest of the City over the last decade, the Community Cluster 1—North has shown dramatic increases in overcrowding. The Community Cluster 2—West Central's highest numbers of overcrowded units lie south of Willow Street. Only a modicum of overcrowding exists in the Southeast and East Long Beach Clusters where relatively larger single-family units and higher family incomes are the norm.

Table 3.12-1 Overcrowding in Housing Units				
	1990	2000	Change	% Change
1.00 or less occupants per room	133,102	126,331	-6,771	-5.1%
1.01 to 1.50 occupants per room	9,259	11,996	2,737	29.6%
1.51 or more occupants per room	16,614	24,780	8,166	49.2%
Total Units	158,975	163,107	4,132	2.6%
Overcrowded Units % of Total	16.3%	22.5%	6.3%	
SOURCE: Stanley R. Hoffman Associates, Inc., 2004; U.S. Bureau of the Census 1990, 2000				

3.13 MAJOR EMPLOYMENT CENTERS

The major employment centers around Long Beach are depicted in Figure 3.13-1 and major employers are tabulated in Table 3.13-1. The City's concentrations of employment are found in the downtown, around the airport, in the Westside and North Long Beach industrial areas, at the Port of Long Beach, at the medical centers, and at the University and City Colleges. The City's largest employer is the Long Beach Unified School district whose employees are scattered throughout the community at the local public schools. The Boeing Company aerospace industry is airport adjacent, as are the Kilroy Airport Center and Long Beach Airport Business Park. Primary retail employment centers are scattered around the City, however, the largest concentrations are found in the downtown, in Belmont Shore on Second Street, in Bixby Knolls, at Los Altos and Los Altos Gateway, around the Traffic Circle, and at the Long Beach Towne Center on Carson Avenue at the I-605 San Gabriel Freeway.

Table 3.13-1 Major Employers	
<i>Company</i>	<i>Number of Employees</i>
1. Long Beach Unified School District	11,096
2. Boeing	10,500
3. City of Long Beach	5,942
4. California State University, Long Beach	5,609
5. Long Beach Memorial Medical Center	4,400
6. Veterans Affairs Medical Center	3,000
7. Long Beach City College	2,000
8. St. Mary Medical Center	1,900
9. United State Postal Service	1,900
10. California State University Long Beach Foundation	1,020
11. Verizon	1,025
12. Pacific Hospital of Long Beach	868
13. Gulfstream Aerospace Corporation	823
14. The Bragg Companies	800
15. Long Beach Transit	720
16. Epson America Inc.	650
17. RMS Foundation, dba Queen Mary Seaport	600
18. SCAN Health Plan	575
19. Target Stores	557
20. California State University Chancellors Office	550
21. Forty Niner Shops (As of 2001)	500
22. Hyatt Regency	500
23. TABC Inc.	500
24. Community Hospital of Long Beach	450
25. Inensive Climate Controls North America aka Robertshaw Controls Co.	375
Updated 05/03. This data was compiled by the City's Department of Community Development, Economic Development Bureau, Business Assistance Division. Employment data is intended for use as a general guide only. The City of Long Beach does not warrant the accuracy of this data. Inquiries should be directed to the respective employer.	